

ten feet beneath us, so we had the pleasure of watching it float about for a few minutes under the wharf, and then gradually fill and sink to the bottom. There we were "strangers in a strange land," and not one solitary piece of baggage left us.

But the steamer "Silvan Glen" soon arrived, bringing with it the rest of our baggage, and I was not a little relieved on looking into the Purser's office to see our other piece of baggage which had been left on the boat, and which I never again expected to see, lying on the seat. As the Purser of a steamer is usually above "tipping," I thanked him very heartily for his trouble, and was just turning away when he said, "Oh! yes, let me see, there was another little item, it is a bill handed me by Mr. Robert Reed for the sum of \$1, for allowing the baggage to remain in his warehouse from Saturday night to Monday morning." There was no way but to pay the bill, which I accordingly did.

We arrived the same morning at Jacksonville, at seven o'clock, and put up at the Everitt Hotel to await the sailing of the Nassau steamer. As the steamer did not sail from Fernandina until Sunday, March 5th, we resolved to spend most of the time in Jacksonville. Jacksonville is a very busy town and is the centre of the great lumber trade of Florida, but, beyond the climate, there is very little of interest to be seen. It has four very large hotels, the St. James, the Everitt, the Carleton, and the Windsor. The St. James, the largest of the four is capable of accommodating four hundred guests, but as we did not care to be lost in such a vast concern we put up at the Everitt. The Everitt is a very nice hotel, of brick, four stories high, with an hydraulic elevator, which, with the exception of the St. James, is the only one in the place. Opposite the hotel is a park in which a band plays two or three evenings in the week, and fitted up with swings, spring boards, etc. for the exclusive use of the guests of the hotel.

We left for Fernandina in the afternoon train on Friday at half past two, there was hardly anything to see along the route. The road was through vast pine woods nearly all the way, and there was hardly a human habitation to be seen during the entire journey, except a few empty huts used by wood cutters and men employed in repairing the railroad track. We reached Fernandina without any mishap about a quarter past four. The town of Fernandina is beautifully situated on Amelia Island near the junction of the Amelia and St. Mary's Rivers. The number of inhabitants is about three thousand, and the harbour is one of the finest on the southern coast. The streets are straight and broad. Many of them are paved with shell and beautifully shaded with water-oak. A fine shell road extends across the Island, about two miles to the sea beach, which has a smooth unbroken surface for twenty miles, affording a most delightful drive. The principal hotel is the Egmont which is named after Amelia, Countess of Egmont, who formerly owned the Island. The hotel is lighted by gas made from rosin, and it is probably the neatest and cleanest hotel in Florida. As the steamer "Western Texas" was to sail at seven o'clock on Sunday morning March 5th, the passengers had to be on board the night before. When I went on deck next morning about half past eight, as a slight mist had sprung up, land was nowhere to be seen; in the course of a few hours, however, it cleared away, and the coast of Florida could be distinctly seen. We saw great numbers of dolphins and flying fish. The flying fish appeared to be about nine inches long with two wings or fins on their back, but none of them came near enough to the vessel to allow a good view of them.

(To be continued.)

HALIFAX, AS SEEN BY A TRAVELLER.

Stepping out upon the platform we find that it is not without good reason that Haligonians boast of their railway station. You find yourself in a substantial building, which you at once perceive to be, if not highly ornamented, very convenient. The building, which is of brick, I should judge to be fully five hundred feet in length and broad in proportion. There are about a half-a-dozen tracks. The waiting-rooms are large and commodious.

This depôt is, in a manner, international—or perhaps I should say inter-provincial—for it is used as the terminus both of Intercolonial and of the Windsor and Annapolis railways. As far as regards the comfort of travellers in this respect, Halifax is ahead of St. John.

However when the Government have erected the depôt, which is under consideration, for the Intercolonial railway, probably St. John will be on a footing with Halifax; and when (if ever) the railway bridge is built over the Falls the "Commercial Capital" of New Brunswick will surpass her sister city in having a railway station not only inter-provincial but also inter-national.

Having left the station by one of the numerous door-ways you find the usual number of cabbies beckoning and shouting to you. Here again you find an advantage which "New Scotland's capital" has over St. John. There are two lines of omnibuses which for a small sum will drop you within a short walk of any part of the city.

Many of my readers know well how much the want of a similar means of conveyance is felt in the city of St. John. The Haligonian "bus" in no way resembles the celebrated St. John "Army Worm." Far from it. The former are commodious vehicles easily seating a dozen and to a great extent supplying the place of the street cars in larger cities. In fact they, as do the "Army Worms" in St. John, carry on the business of the defunct Tramway Company. Driving over the line of one of these "buss" companies, a stranger has a good opportunity of seeing Halifax as a city.

Having had a view of the splendid railway station your mind is fully prepared to drink in the beauties of the city. At first you are somewhat taken aback at the evident lack of the paint brush displayed by the majority of the houses. In fact when you catch a sight of a house which seems to have received a coat of paint within the last decade, the house, far from appearing an ornament, does in fact mar the general uniformity to which the eye has grown accustomed.

Having driven through several very mean looking streets, which compare very unfavourably with any in St. John, we come upon something which is decidedly novel to a St. John man. Marching up and down before a long low wall a soldier is seen dressed in the distinctive uniform of the British regular. If you enquire from one of your fellow passengers what is the meaning of this you will be informed that this soldier is a sentry on guard before Her Majesty's dockyard. The Imperial government owns a great deal of property in and about Halifax. There are stationed at this port probably more British troops than any where else in Canada. The garrison at Halifax costs the Home government for ordinary expenses more than any other single colonial station. But at present I am not dealing with Halifax as a military position.

After passing the dockyard you are rather surprised at the